

# GENERAL AVIATION UPDATE

## August 2019



Our General Aviation Unit is dedicated to effective regulation that supports and encourages a dynamic GA sector.

We have published **CAP1754 – General Aviation Strategy 2018-23** on the 9 January 2019. This updated five-year General Aviation strategy complements and supports both government and wider CAA strategy and is aimed at supporting and championing General Aviation in the UK. It continues to support our top-level principles for GA regulation:

- Only regulate directly when necessary and do so proportionately
- Deregulate where we can
- Delegate where appropriate
- Do not gold-plate and quickly and efficiently remove gold-plating that already exists

See: [www.caa.co.uk/CAP1754](http://www.caa.co.uk/CAP1754)

### Delegation

**The Light Aircraft Association (LAA)** is now able to oversee the continuing airworthiness of UK registered Yak and Nanchang aircraft. The aircraft, most of which hold Permits to Fly, have, until now, been regulated directly by the Civil Aviation Authority (CAA).

The **British Microlight Aircraft Association (BMAA)** is now able to issue both Permits to Fly for microlight aeroplanes and the initial issue of National Private Pilot Licences (Aeroplanes) on behalf of the CAA. Previously the BMAA made a recommendation to the CAA and we issued the permits and licenses. The BMAA can continue to make a recommendation for the inclusion of a microlight class rating onto an existing NPPL(A).

### Aircraft

**Consideration of opt-out of Article 2.8 of the EU Basic Regulation regarding aircraft with a Maximum Take-Off Mass (MTOM) of up to 600Kg** – We will be publicly consulting in the autumn on whether we opt-out of the EU Basic Regulation and oversee all aircraft up to 600Kg MTOM under our national law. We have been working collaboratively with a GA stakeholder group, including the LAA and BMAA, to develop our potential policies in this area as to how we might implement if the decision is taken for the UK to opt-out of this rule.

**8.33 kHz radio funding:** We have distributed **£2.65M to the GA community** as a 20% rebate against purchases of 8.33 kHz radios. The EU Funding scheme assisted 6,000 GA pilots and aircraft owners to become compliant to the new legislation that came into force at the end of 2018.

Most ground services have now changed to 8.33 kHz channels, but you should refer to the latest AIP frequency cards for the new channel assignments and check regularly as some ground services are still changing.

**Self-Declared Maintenance Programme for ELA1 aircraft** (EASA regulated aircraft, Maximum Take-off Mass of 1,200 kg or less, non-complex and not involved in commercial operations).

By now owners should have chosen from two alternatives to the old maintenance requirements, one of which is the Minimum Inspection Programme and the other a programme based on manufacturer's recommendations. As a result of not making this change from the old UK-specific light aircraft maintenance programme (LAMP) system you are likely flying without a valid certificate of airworthiness and your insurance will be invalid.

The UK CAA Light Aircraft Maintenance Programme (LAMP) is being withdrawn and the schedule for this has been communicated in CAP 1454 available from the CAA website. The only aircraft currently permitted to use LAMP are ELA1\* aircraft used for commercial purposes such as flight training and ELA2\*\* aircraft, all of which must transition off of LAMP to a CAA or Continuing Airworthiness Management Organisation (CAMO) approved Maintenance Programme by the 31<sup>st</sup> December this year.

If Part M Light is confirmed for the UK, the CAA intend to extend the deadline for the withdrawal of LAMP for privately operated ELA2 aircraft only. The length of any extension has yet to be determined and requires further discussion with EASA. Unless this extension is granted, LAMP and LAMP(H) should be entirely obsolete on 31<sup>st</sup> Dec 2019. Note also that CAMO presented or approved programmes based on LAMP or LAMP(H) are not permitted as they do not meet the existing or future requirements.

Part ML entry into force is currently expected for Quarter 2, 2020, approximately 6 months after Part M Light is published as EU law. Part M Light introduces a distinct sector specific continuing airworthiness regulation for the GA community. It builds on some of the GA focused amendments made to Part M over recent years.

\*ELA1 Aircraft: non-complex aeroplane MTOM of 1200kg or less

\*\*ELA2 Aircraft: non-complex aeroplane MTOM of 2000kg or less

#### Phase out of LAMP

Aircraft	Notes
ELA 1 private operation	31 <sup>st</sup> May 2018 was the deadline. No privately owned ELA 1 aircraft should be on LAMP.
ELA 1 commercial operation	31 <sup>st</sup> Dec 2019 is the deadline. Aircraft new to the register or that are not on already on LAMP cannot use LAMP.
Aeroplanes <2730kg Inc. ELA 2 (operated for any purpose)	31 <sup>st</sup> Dec 2019 is the deadline. Aircraft new to the register or that are not on already on LAMP cannot use LAMP.
Helicopters below 1200 kg and up to four occupants	31 <sup>st</sup> Dec 2019 is the deadline. Aircraft new to the register or that are not on already on LAMP(H) cannot use LAMP(H)

**Project Continuing Airworthiness Management** - the General Aviation Unit recognises the challenges faced by industry when introducing new or amended regulation and are keen to provide GA specific training relating to Continuing Airworthiness Management.

As part of its collaborative approach to improve consistency across the industry, the General Aviation Unit is planning to deliver Continuing Airworthiness Management workshops at locations throughout the UK from the 4th Quarter of 2019. To find out more information visit

<https://www.caa.co.uk/Commercial-industry/Aircraft/Airworthiness/Continuing-airworthiness/Continuing-Airworthiness-Management-workshops/>

## Pilot licensing

**Exemptions** have been issued to reduce regulatory burden, costs and to enable continued use of UK National arrangements for longer. The GA sector has benefited by being able to continue to use a medical self-declaration rather than a medical certificate to operate an EASA GA aircraft in the UK. In addition, we have extended the use of UK national pilot licences to fly EASA GA aircraft.

**UK Instrument Meteorological Conditions (IMC) Rating** - We have ensured that the UK IMC rating can continue to be endorsed on EASA pilot licences in the form of Instrument Rated (Restricted) rating until April 2021, regardless of EU Exit. This reflects the strong wishes of the GA Sector.

## Skyway Code

**A new updated version of the popular Skyway Code** has been published. It is available as a free interactive PDF format on the CAA website ([www.caa.co.uk/skywaycode](http://www.caa.co.uk/skywaycode)) that is optimised for tablet computer use. Printed copies are available in a handy A5 format from [AFEOnline.com](http://AFEOnline.com) at £12.95.

## Training

### **Potential use of National Permit to Fly aircraft for remunerated ab initio flight training for non-owners.**

We are working with a GA Stakeholder group to investigate this possibility and will conduct a public consultation in the autumn to seek views of the wider GA community. Currently this would only be for National Licences, but depending on the progress of an EASA opinion, it could be possible to extend this to EASA licenses. Key areas being considered are:

- Comparable level of safety (Permit to Fly vs Certificate of Airworthiness aircraft)
- Potential restrictions and conditions
- Impacts such as economic, instructors, ATO/DTO and maintenance facilities
- The chain of potential liability

**PPL theoretical knowledge online exam project.** This will replace the existing PPL aeroplane and helicopter theoretical knowledge paper-based exams with a new on-line exam system and will include a new and regularly updated question bank. This will provide a much-improved customer experience for both examiners and exam candidates, provide an enhanced examination environment, encourage knowledge-based learning and provide exam performance feedback in addition to automated exam results. The project is under development with a target completion date in the first half of 2020.

**Declared Training Organisations (DTO) and transition from Registered Training Facilities.** Flying schools have benefited significantly from the introduction of DTOs as the alternative to becoming an Approved Training Organisation (ATO). DTOs provide a much simpler, proportionate and risk-based option designed for GA pilot training, compared to an ATO which is focussed more on commercial operations.

## Balloons

**Introduction of EASA balloon rule book.** The consolidated EASA Balloon Rules came into effect on the 8 April 2019 covering rules for air operations with EASA balloons. From the 8 April 2019 the transition to Declared Balloon Operators (DBO) from Air Operator Certificate Balloons (AOC(B)) began. To assist with the transition, EASA have granted a six-month transition period which finishes on 8 October 2019. Prior to this date, all operators engaged in commercial operations with balloons should have submitted to CAA a declaration to become a DBO. Further information can be found on our website ([www.caa.co.uk/General-aviation/About-the-GA-unit/Operational-rules-for-Balloons](http://www.caa.co.uk/General-aviation/About-the-GA-unit/Operational-rules-for-Balloons))

## Sailplanes

In light of the specific nature of operations with sailplanes, it was decided that there was a need for dedicated operational rules for the sector. These rules have been restructured and simplified, to ensure that they are proportionate using a risk-based approach. From 9 July 2019 all pilots of EASA sailplanes for both commercial and non-commercial operations shall operate the sailplanes in accordance with the requirements set out in Annex II (Part-SAO) of (EU). Further information can be found on our website (<https://www.caa.co.uk/General-aviation/Safety-information/Sailplanes/>)

## Air displays and historic aircraft

We published **Edition 16 of CAP 403: Flying Displays and Special Events: Safety and Administrative Requirements and Guidance** and **CAP 1724: Flying Display Standards Document** after a period of industry consultation. The restructured CAP 403 focusses on guidance for delivering Flying Displays and Special Events, whilst material specific to Display Authorisation Examiners and Display Authorisers was removed and incorporated into the new CAP 1724 Display Standards Document. Focussing the guidance material has made it clearer, more user friendly and easier to reference.

**The CAA has continued the accreditation of all Flying Display Directors (FDD)** for the 2019 display season. Applicants attended a two-day training and assessment course along with Military Aviation Authority (MAA) colleagues. A total of 204 civilian FDDs are now accredited at one of three tiers of competency. FDDs are accredited to plan and direct displays at a level of complexity that relates to the tier of accreditation that they hold.

Together with the MAA the CAA has organised and delivered the **Pre-Flying Display Season Symposium**.

## Airspace

### Electronic Conspicuity (EC):

The CAA sees electronic Conspicuity (EC) as a key enabler for many of the future airspace and operational changes needed to deliver airspace modernisation in the UK, integrate new users such as commercial drones, and enable increased airspace sharing among all users while providing significant safety enhancements.

At its most basic level it means everything using the airspace will be able to be identified and should therefore improve safety for all airspace users. Our high-level strategy for EC is not to require a particular technology or supplier. We are looking to get any number of systems available as long as they all talk to each other.

For GA it could deliver:

- **Improved safety:** Unfortunately, fatal mid-air collisions still occur. In 2017 there were also 101 airprox incidents in Class G airspace. EC will help to prevent future mid-air collisions and near misses too.
- **Increased access to airspace:** EC will allow ATC and other airspace users to know who is in the airspace and exactly where they are. This could allow more access to controlled airspace for the GA community.
- **In-cockpit technology:** EC will give GA pilots access to in-cockpit collision avoidance and live weather

We have finished a Call for Evidence on EC and held a conference of key airspace stakeholders. The outputs of both are published as CAP 1776 on the CAA website (<https://consultations.caa.co.uk/corporate-communications/e-conspicuity-solutions/>).

We continue to update and improve content and resources on the **Airspace & Safety Initiative** (ASI) website, part of a joint CAA, NATS, AOA, GA and MoD initiative to tackle major safety risks in UK airspace. The site includes guidance on pre-flight planning, infringement avoidance and R/T transmissions, as well as updates from the network of Local Airspace Infringement Teams and the latest reported infringement figures. Also included are case studies, learning points and up to date squawk codes and frequencies: <https://airspacesafety.com/>

**VMC minima in class D airspace.** Our consultation on aligning the UK with SERA has now closed. We will publish the results and next steps shortly.

## EU Exit

The UK Government has agreed with the European Union a deferral of the UK's exit date until no later than 31 October 2019.

Until exit takes place, the UK remains a member of the EASA system and existing regulatory arrangements continue to apply.

Information for CAA's stakeholders, including Private Pilots and UK registered aircraft owners will continue to be updated on our dedicated microsite: <https://info.caa.co.uk/eu-exit/>

**More detail on the CAA's GA activities and the work of the GA Unit are available at [www.caa.co.uk/ga](http://www.caa.co.uk/ga)**

For tailored news, notifications and alerts from the CAA sign up to **SKYWISE** our email and mobile app alerting system: [skywise.caa.co.uk](https://skywise.caa.co.uk)